

Appendix I-2 TAHOE PROJECT PROPOSAL

Project Name: US50/Stateline Corridor Project**EIP #:** various**Lead Agency:** Federal Highway
Administration (FHWA)**Contact:** Susan Klekar, Division
Administrator - FHWA**Phone Number:** (775) 687-1205**Threshold:** All**Email Address:**

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Threshold Standard:**Total Project Cost:** \$1.2 million**LTFAC/TWG Recommended Funding:**
\$ 1,020,000**Project Description:**

The Federal Highway Administration, as lead agency, partnering with the Tahoe Regional Planning Agency, Nevada Department of Transportation, California Department of Transportation, local agencies, and interested parties requests funding to complete required environmental documentation, preliminary engineering and design. Recommended Alternatives may provide water quality, intersection, roadway, pedestrian, bicycle, air, and scenic improvements as identified in Tahoe Regional Planning Agency's Environmental Improvement Program (EIP). Several separate projects identified in the EIP will be implemented as a packaged project. Projects have been identified under several jurisdictions including NDOT, Caltrans, Douglas County, and City of South Lake Tahoe. In order to move these several projects forward, adequate environmental documentation is required, engineering studies, and the ultimate facility design is needed. Public outreach during the environmental process is also required and will be a major component of this effort.

Describe the purpose and need for the project:

Purpose: To develop required environmental documentation and preliminary engineering studies and 100% design. **Need:** To provide air, water, scenic, and multi-modal transportation improvements that will aid in minimizing impacts of vehicle travel in the Stateline Corridor.

US-50 is the principal highway into Lake Tahoe. Entering the Basin west of Echo Summit, it continues through the South Shore, crosses Stateline, continues to the East Shore, and exits the Basin at Spooner Summit. A major portion of traffic entering the Lake Tahoe Basin uses this principal highway and future predicted traffic is expected to grow by 27% over the next 20 years. Sixty percent (60%) of this traffic stays in the Stateline Corridor, per the US-50/Stateline Study. During peak periods the highway functions at Level of Service F. On a scale of A to F, with F being the worst, it is not uncommon for drivers to experience long delays while traveling through, or to Stateline. Traffic delay directly and indirectly impacts the Lake environment, through air quality, pedestrian, bicycle, transit, and vehicle travel. Traffic delay and the inability to go from one place to another efficiently also negatively impacts the South Shore economy, and the Basin as a whole. As population growth continues in and around the Lake Tahoe

Basin, and with growth in visitation, transportation conditions will continue to worsen. Recommended alternatives may provide a proactive and timely approach toward mitigating the host of impacts associated with increased vehicle travel in and to the Lake Tahoe Basin. The project will provide a dedicated transit lane on US 50, a first step in what could become a bus rapid transit project or even a light rail or monorail type of project.

Describe the goals and objective of the project:

Goal: Improve pedestrian, bicycle, public safety, transit services, circulation, community design, while incorporating identified water quality improvements in the US-50 Stateline Corridor. Objective: Balance the US-50/Stateline Corridor transportation needs with environmental, economic, safety, community, and scenic guidelines adopted for the Lake Tahoe Basin. Benefits of the project to threshold standards include: Air quality – reduction in vehicle miles traveled through implementation of increased transit services and a dedicated transit way through the Stateline Corridor; Scenic - continued implementation of context and community-sensitive design applications already in place; Water quality – implementation of detention basins, curb, gutter, water treatment and collection facilities; Recreation – bicycle and pedestrian facilities including extension of the US-50 Class I and Class II Linear Park and on-road striped bicycle lanes; Roadway – intersection and lighting improvements.

Describe the anticipated project accomplishments:

Completion of Federal, State, and TRPA-required environmental documentation, preliminary engineering studies, and 100% design.

Describe the “readiness” of this project to move forward (Environmental documentation, etc.)

The US-50/Stateline Transportation Planning Project and final report will be complete in May 2004. TRPA staff will work with state and local agencies to obtain respective board approvals of the final report. It is anticipated that the environmental studies, preliminary engineering, and design could begin in Fall 2004.

Describe partnerships for this project. (Include documentation)

The US-50/Stateline Transportation Planning Project Steering Committee and subsequent partnership for completion of environmental documentation will include: The Federal Highway Administration, TRPA Transportation Division, Nevada Department of Transportation, California Department of Transportation, City of South Lake Tahoe, Douglas County, South Lake Tahoe business community, casino and resort representatives, and interested parties. The Steering Committee has met on a monthly basis over the last 18 months. It is expected that this group would continue as the Steering Committee for the environmental study process, however a memorandum of agreement is not currently in place.

Project Milestones:

Calendar Year 2004:

- May: US-50/Stateline Transportation Planning Project and final report

completed.

- August: Approvals by partner agencies completed.
- August: Funding approved.
- September: RFP Process completed.
- October: Federal Register publication for kick-off of environmental process.
- December: Preliminary Engineering started

Calendar Year 2005:

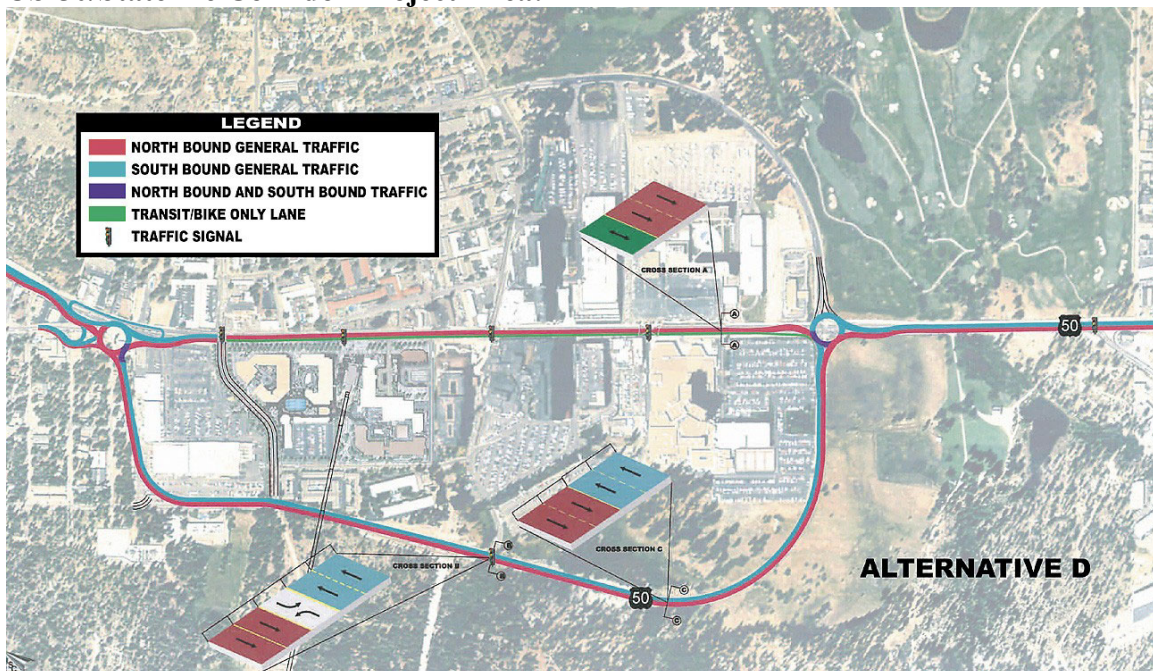
- March: Preliminary Engineering completed. Begin Design
- September: 35% Design completed to support draft environmental documents.
- October: Draft environmental documents.

Calendar Year 2006:

- January: 65% Design completed.
- March: Final Draft environmental documents
- June: Record of Decision
- September: 100% Design completed.
- October: Project implementation, begin acquisition of right-of-way
- May: Begin construction

Project Map:

US-50/Stateline Corridor Project Area:



SNPLMA Project #: _____

(To be assigned by SNPLMA Administration)

**Highway 50/Stateline Planning Project
Draft Cost Estimate:**

Environmental Impact Statement: \$1.2 to 1.5 million depending on extent of environmental analysis.

Engineering Services for Preliminary and Final Design:

Phase I: Preliminary Design/Draft Project Report/35% Plans and Specifications
Phase I will result in 35% documents sufficient to support the Draft EIR/EIS/EIS

Project Startup, Initiation and coordination	\$82,500.00
Data Collection and Review	\$65,000.00
Preliminary Design – 35% Design	\$380,000.00
Subtotal	\$527,500.00

Phase II: Final Design/65%/and 100% Plans, Specifications and Bid Documents
Phase II will result in 100% documents provided for the construction bid process.

65% and 90% Design	\$285,00.00
100% Design	\$102,250.00
Subtotal	\$387,250.00

Subtotal	\$914,750.00
30% Contingency	\$274,425.00
Total	\$1,189,175.00

Environment Impact Statement	\$1,500,000.00
Preliminary Engineering/Design	1,189,175.00

Total Estimated Project to date: \$2,689,175.00